

Transportation Staff Meeting

April 6, 2011

2:00 PM

Room 601

AGENDA

1. **Draft 2012-2018 TIP (Cook)**
 - a. **U-3467: Rea Road Extension**

Description: The MPO discussed this project at its March meeting. While there did not appear to be strong opposition to including it in the TIP, a request was made for an additional TCC discussion.
 - b. **I-5405: I-77 Managed Lanes**

Description: Project update.
 - c. **U-4714: Old Monroe Road**

Description: Discuss shift of funds from U-3809 (Indian Trail Road) and U-3825 (Stallings Road) to the widening of Old Monroe Road.
2. **Charlotte to Statesville Strategic Transportation Study (Coxe)**

Description: See attachments.
3. **Gas Tax Cap (Coxe)**

Description: A bill has been introduced in the General Assembly to cap the gas tax at the current rate of 32.5 cents per gallon. A copy of the bill is attached, along with a chart showing its expected effects.
4. **Complete Streets (Newsome)**

Description: Project update.

Access number: 704-432-5484

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2011**

H

1

HOUSE BILL 399

Short Title: Cap Motor Fuel Excise Tax Rate. (Public)

Sponsors: Representatives McElraft, Killian, Hager, and Stone (Primary Sponsors).
For a complete list of Sponsors, see Bill Information on the NCGA Web Site.

Referred to: Finance.

March 21, 2011

A BILL TO BE ENTITLED

AN ACT TO PROVIDE A STATUTORY CAP FOR THE MOTOR FUEL EXCISE TAX RATE.

The General Assembly of North Carolina enacts:

SECTION 1. G.S. 105-449.80(a) reads as rewritten:

"(a) Rate. – The motor fuel excise tax rate is a flat rate of seventeen and one-half cents (17 1/2¢) a gallon plus a variable wholesale component. The variable wholesale component is either three and one-half cents (3 1/2¢) a gallon or seven percent (7%) of the average wholesale price of motor fuel for the applicable base period, whichever is ~~greater~~, greater, but subject to a maximum of fifteen cents (15¢) per gallon.

The two base periods are six-month periods; one ends on September 30 and one ends on March 31. The Secretary must set the tax rate twice a year based on the wholesale price for each base period. A tax rate set by the Secretary using information for the base period that ends on September 30 applies to the six-month period that begins the following January 1. A tax rate set by the Secretary using information for the base period that ends on March 31 applies to the six-month period that begins the following July 1."

SECTION 2. This act becomes effective July 1, 2011, and applies to taxes imposed on or after that date.



10 Year Work Plan Potential Reductions by Capping
the Motor Fuel Tax Rate at 32.5 ¢ per gallon

Div County	HIGHWAY FUND		HIGHWAY TRUST FUND				Grand Total
	Contract Resurfacing		Powell Bill	Secondary Roads		(I) Intrastate and (L) Loop Projects	
		Mileage		\$	Mileage		
07 Alamance	\$ (13,751,124)	343.8	\$ (275,233)	\$ (186,668)	1.6		\$ (14,213,025)
12 Alexander	(4,317,052)	107.9	(6,168)	(126,177)	1.1		(4,449,397)
11 Alleghany	(2,201,336)	55.0	(6,501)	(87,318)	0.8		(2,295,155)
10 Anson	(4,954,784)	123.9	(37,161)	(161,282)	1.4		(5,153,228)
11 Ashe	(5,225,458)	130.6	(10,764)	(161,386)	1.4		(5,397,607)
11 Avery	(1,877,512)	46.9	(14,248)	(59,097)	0.5		(1,950,858)
02 Beaufort	(6,568,737)	164.2	(48,632)	(166,013)	1.4	US 17 (R-2511)	\$ (9,580,000)
01 Bertie	(8,122,885)	203.1	(19,089)	(114,342)	1.0		(8,256,317)
06 Bladen	(4,982,669)	124.6	(27,109)	(138,699)	1.2		(5,148,476)
03 Brunswick	(7,059,084)	176.5	(185,520)	(142,570)	1.2		(7,387,173)
13 Buncombe	(11,954,648)	298.9	(312,919)	(235,404)	2.0		(12,502,971)
13 Burke	(5,740,984)	143.5	(99,232)	(163,079)	1.4		(6,003,295)
10 Cabarrus	(10,870,237)	271.8	(378,919)	(160,877)	1.4	(I) I-85 widening (I-3802 A)	(13,960,000)
11 Caldwell	(4,625,791)	115.6	(117,311)	(133,716)	1.2	(I) US 321 widening (U-4700B)	(7,860,000)
01 Camden	(1,124,257)	28.1		(37,627)	0.3		(1,161,884)
02 Carteret	(4,557,259)	113.9	(96,188)	(71,080)	0.6		(4,724,526)
07 Caswell	(2,907,752)	72.7	(4,958)	(118,995)	1.0		(3,031,705)
12 Catawba	(15,606,921)	390.2	(237,961)	(210,826)	1.8	(I) NC 16 widening (R-3100)	(9,100,000)
08 Chatham	(8,240,276)	206.0	(38,477)	(216,499)	1.9		(8,495,251)
14 Cherokee	(3,345,708)	83.6	(12,488)	(116,777)	1.0		(3,474,973)
01 Chowan	(1,940,538)	48.5	(15,646)	(46,693)	0.4		(2,002,877)
14 Clay	(1,672,510)	41.8	(1,720)	(51,640)	0.4		(1,725,870)
12 Cleveland	(11,307,670)	282.7	(126,030)	(240,959)	2.1		(11,674,658)
06 Columbus	(9,134,823)	228.4	(55,388)	(230,189)	2.0	(I) NC 87 (R-2561)	(9,660,000.0)
02 Craven	(9,336,649)	233.4	(176,427)	(141,082)	1.2		(9,654,158)
06 Cumberland	(13,628,737)	340.7	(680,244)	(216,657)	1.9		(14,525,637)
01 Currituck	(2,475,980)	61.9		(50,861)	0.4		(2,526,841)
01 Dare	(1,867,849)	46.7	(67,183)	(30,262)	0.3		(1,965,295)
09 Davidson	(13,802,916)	345.1	(156,449)	(307,744)	2.7		(14,267,110)
09 Davie	(4,101,810)	102.5	(19,055)	(98,408)	0.9		(4,219,273)
03 Duplin	(12,025,854)	300.6	(49,464)	(220,203)	1.9		(12,295,520)
05 Durham	(11,103,309)	277.6	(648,131)	(140,210)	1.2		(11,891,651)
04 Edgecombe	(3,570,452)	89.3	(103,358)	(114,573)	1.0		(3,788,383)
09 Forsyth	(15,018,054)	375.5	(891,031)	(198,731)	1.7	(I) US 158 (R-2577) & Business 40 (U-2827B)	(9,200,000.0)
05 Franklin	(4,781,984)	119.5	(24,609)	(155,697)	1.4	(I) US 401 (R-2814C)	(15,760,000)
12 Gaston	(8,704,739)	217.6	(392,173)	(185,410)	1.6		(9,282,322)
01 Gates	(1,865,571)	46.6	(1,049)	(65,763)	0.6		(1,932,384)
14 Graham	(1,447,719)	36.2	(3,196)	(42,370)	0.4		(1,493,284)
05 Granville	(7,812,894)	195.3	(57,572)	(168,737)	1.5		(8,039,203)
02 Greene	(5,375,015)	134.4	(8,010)	(87,377)	0.8		(5,470,402)
07 Guilford	(25,991,395)	649.8	(1,089,255)	(364,564)	3.2		(27,445,215)
04 Halifax	(5,955,950)	148.9	(79,143)	(158,480)	1.4		(6,193,573)
06 Harnett	(14,972,582)	374.3	(83,097)	(218,686)	1.9		(15,274,365)
14 Haywood	(4,440,560)	111.0	(60,455)	(104,083)	0.9		(4,605,098)
14 Henderson	(10,131,511)	253.3	(69,364)	(179,147)	1.6		(10,380,022)
01 Hertford	(4,807,628)	120.2	(30,467)	(77,711)	0.7		(4,915,807)
08 Hoke	(2,885,279)	72.1	(15,298)	(99,385)	0.9		(2,999,963)
01 Hyde	(1,100,561)	27.5		(44,637)	0.4		(1,145,198)
12 Iredell	(10,302,117)	257.6	(186,296)	(308,429)	2.7		(10,796,842)
14 Jackson	(4,536,865)	113.4	(10,821)	(108,858)	0.9	(I) Bypass from NC 107 to US 23-74 (R-4745)	(6,050,000.0)

10 Year Work Plan Potential Reductions by Capping
the Motor Fuel Tax Rate at 32.5 ¢ per gallon

Div County	HIGHWAY FUND		HIGHWAY TRUST FUND				Grand Total	
	Contract Resurfacing		Powell Bill	Secondary Roads		(I) Intrastate and (L) Loop Projects		
		Mileage		\$	Mileage			Description
04 Johnston	(13,663,116)	341.6	(148,070)	(330,038)	2.9	(I) I-40 (I-5111)	(8,490,000.0)	(22,631,224)
02 Jones	(4,186,590)	104.7	(5,685)	(58,080)	0.5			(4,250,355)
08 Lee	(5,730,680)	143.3	(90,064)	(97,676)	0.8			(5,918,420)
02 Lenoir	(9,333,768)	233.3	(82,711)	(147,472)	1.3			(9,563,951)
12 Lincoln	(7,050,001)	176.3	(35,862)	(154,115)	1.3			(7,239,977)
14 Macon	(4,351,254)	108.8	(19,480)	(135,725)	1.2			(4,506,458)
13 Madison	(2,980,619)	74.5	(11,281)	(125,103)	1.1			(3,117,003)
01 Martin	(6,421,978)	160.5	(32,289)	(98,076)	0.9			(6,552,344)
13 McDowell	(6,538,323)	163.5	(25,656)	(106,918)	0.9			(6,670,897)
10 Mecklenburg	(31,496,125)	787.4	(2,382,491)	(170,383)	1.5			(34,048,999)
13 Mitchell	(2,215,128)	55.4	(10,039)	(57,383)	0.5			(2,282,550)
08 Montgomery	(2,530,752)	63.3	(29,556)	(123,174)	1.1	(I) NC 24-27 (R-2527)	(10,590,000)	(13,273,482)
08 Moore	(9,791,059)	244.8	(149,425)	(210,593)	1.8			(10,151,077)
04 Nash	(12,410,432)	310.3	(163,298)	(193,395)	1.7			(12,767,125)
03 New Hanover	(9,082,186)	227.1	(328,605)	(87,153)	0.8	(I) Kerr Avenue in Wilmington (U-3338)	(9,970,000.0)	(19,467,944)
01 Northampton	(8,036,104)	200.9	(22,096)	(105,446)	0.9			(8,163,647)
03 Onslow	(13,666,759)	341.7	(226,515)	(150,088)	1.3			(14,043,363)
07 Orange	(9,502,031)	237.6	(225,372)	(167,616)	1.5	(I) I-85 (I-305)	(12,840,000.0)	(22,735,019)
02 Pamlico	(2,576,063)	64.4	(12,800)	(52,478)	0.5			(2,641,341)
01 Pasquotank	(3,422,140)	85.6	(57,330)	(65,902)	0.6	(I) US 158 (R-2579)	(12,220,000.0)	(15,765,373)
03 Pender	(4,872,769)	121.8	(25,585)	(125,934)	1.1			(5,024,288)
01 Perquimans	(3,293,817)	82.3	(8,720)	(67,164)	0.6			(3,369,701)
05 Person	(4,923,961)	123.1	(26,137)	(135,621)	1.2			(5,085,719)
02 Pitt	(7,954,831)	198.9	(307,492)	(201,071)	1.7	(L) Greenville Bypass (R-2250)	(58,700,000.0)	(67,163,394)
14 Polk	(3,273,163)	81.8	(14,137)	(85,356)	0.7			(3,372,655)
08 Randolph	(13,521,218)	338.0	(161,304)	(350,855)	3.1			(14,033,378)
08 Richmond	(4,641,367)	116.0	(61,507)	(153,594)	1.3			(4,856,468)
06 Robeson	(7,466,104)	186.7	(129,648)	(337,582)	2.9			(7,933,334)
07 Rockingham	(10,440,546)	261.0	(121,593)	(231,818)	2.0			(10,793,958)
09 Rowan	(8,292,026)	207.3	(196,145)	(244,190)	2.1			(8,732,361)
13 Rutherford	(7,350,402)	183.8	(67,800)	(219,145)	1.9	(I) US 221 bypass of Rutherfordton (R-2233 B)	(9,850,000.0)	(17,487,348)
03 Sampson	(9,719,707)	243.0	(44,078)	(285,827)	2.5			(10,049,612)
08 Scotland	(2,174,814)	54.4	(57,851)	(106,593)	0.9			(2,339,257)
10 Stanly	(7,878,058)	197.0	(102,719)	(169,665)	1.5			(8,150,442)
09 Stokes	(4,628,961)	115.7	(27,517)	(183,020)	1.6			(4,839,498)
11 Surry	(8,222,870)	205.6	(60,068)	(226,758)	2.0			(8,509,696)
14 Swain	(2,162,583)	54.1	(5,245)	(46,151)	0.4			(2,213,979)
14 Transylvania	(3,654,548)	91.4	(24,359)	(71,716)	0.6			(3,750,623)
01 Tyrrell	(741,658)	18.5	(2,682)	(34,613)	0.3			(778,953)
10 Union	(12,416,575)	310.4	(268,902)	(333,344)	2.9			(13,018,821)
05 Vance	(2,923,776)	73.1	(52,129)	(91,547)	0.8			(3,067,452)
05 Wake	(35,608,036)	890.2	(1,916,409)	(459,068)	4.0			(37,983,514)
05 Warren	(4,181,609)	104.5	(7,642)	(130,613)	1.1			(4,319,864)
01 Washington	(1,973,862)	49.3	(15,503)	(53,175)	0.5			(2,042,540)
11 Watauga	(5,618,612)	140.5	(56,931)	(113,652)	1.0			(5,789,195)
04 Wayne	(11,211,978)	280.3	(142,184)	(208,467)	1.8			(11,562,630)
11 Wilkes	(8,494,950)	212.4	(29,366)	(277,668)	2.4			(8,801,984)
04 Wilson	(10,127,484)	253.2	(170,050)	(136,177)	1.2			(10,433,711)
11 Yadkin	(4,455,018)	111.4	(24,159)	(146,662)	1.3			(4,625,839)
13 Yancey	(2,055,594)	51.4	(5,706)	(70,164)	0.6			(2,131,464)
	\$ (733,400,007)	18,335	\$ (15,222,000)	\$ (15,200,000)	132		\$ (203,830,000)	\$ (967,652,007)

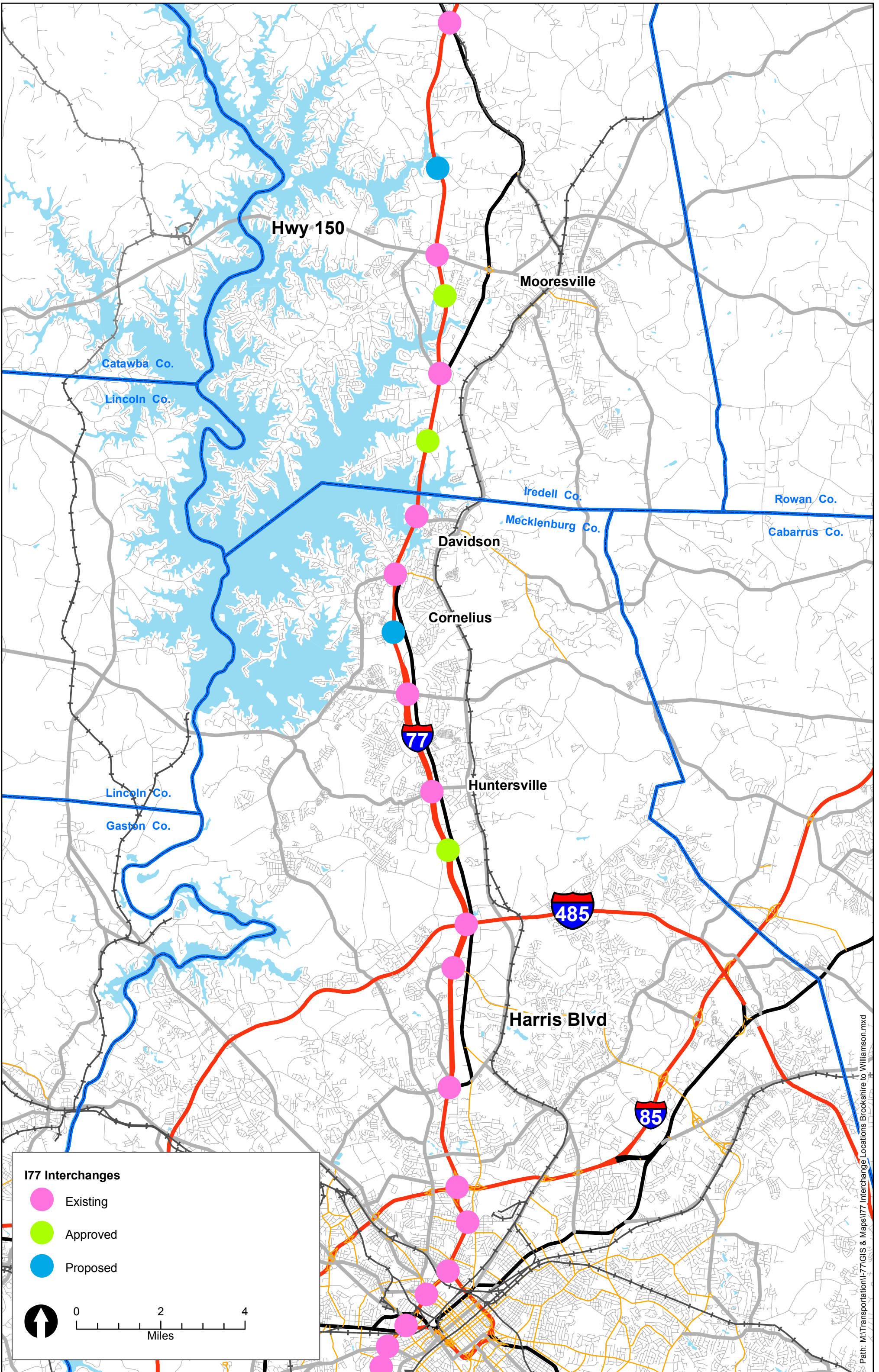
Charlotte to Statesville Transportation Corridor Strategic Study Proposed Elements, March 31, 2011

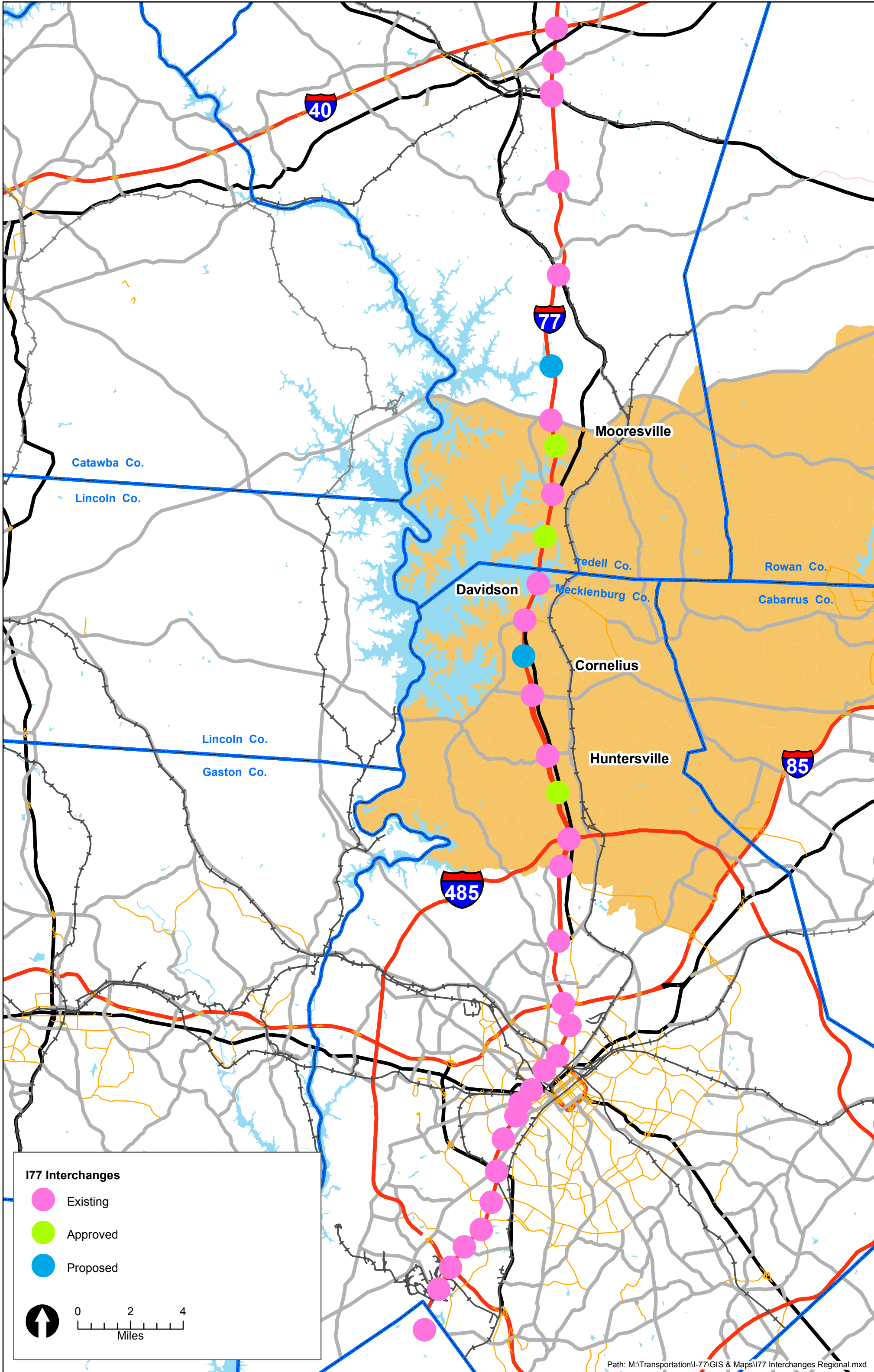
The 2001 I-77 Sub-Area Study which partially sets a strategic vision for the I-77 corridor between I-85 and NC 150 as well as a subsequent study for I-85 serve as inspiration for the proposed effort.

- 1) Complete this study either as a stand-alone effort or as a first phase of the I-4750 (I-77 widening from Sam Furr Road to I-40) TIP project's environmental study before further efforts on the environmental document for I-4750.
- 2) Study long-term travel needs for both people and freight in the I-77/NC 115/Norfolk-Southern "O" line corridor between Charlotte and Statesville including demand for through-movement in this corridor.
- 3) Determine the long range land development goals for land within this corridor.
- 4) Determine the strategic roles for the various corridors and modes, both in fulfilling travel needs and land development goals.
- 5) Carefully examine the balance between through-put and local development support for each of the corridors.
- 6) Determine the long range mix of improvements and innovative management techniques for each corridor that will help achieve these goals.
- 7) Establish performance goals and evaluation techniques that go beyond traditional congestion measurement to be used in monitoring the transportation health of the corridor. Include physical infrastructure health measures.
- 8) Determine "ultimate" anticipatable cross-sections for these corridors (probably a 30-40 year horizon similar to the Comprehensive Transportation Plan.)
- 9) Explore options for innovative finance in capital, operational, and maintenance components of the system.
- 10) Utilize the outputs of this study to strategically position investments on any one specific project, i.e. I-4750.

Random thoughts:

- a) Bridges are designed and constructed for a 75 year life span. It is crucial that they accommodate not only the shorter term projects but the long term "ultimate" cross-sections without the need for reconstruction.
- b) There is an historic problem with maintenance of infrastructure, are there ways to imbed the maintenance funding for specific projects as part of the capital investment program for the project?
- c) The statewide Logistics Task Force should use this study as a test bed for incorporating their issues into environmental studies, corridor investments, and management. They should help with funding.
- d) The environmental community should be an integral part of this effort so that there is better communication earlier in investment decisions.
- e) Other key participants include NC Board of Transportation members for Divisions 10 & 12, Division Engineers and Traffic Engineers for both divisions, FHWA, MPO and RPO members and staffs, Norfolk-Southern Railroad, Lake Norman Transportation Commission, Regional Roads Committee, Chambers of Commerce, and elected officials. Is there an association that represents the trucking industry that could be a participant?
- f) Is there a role for public health issues to be a part of this study, i.e. efforts on the part of the Robert Wood Johnson Foundation and others to study how capital investment decisions may influence public health?





I77 Interchanges

- Existing
- Approved
- Proposed

